

REMARKS

Claims 1-9 are pending in this application. By this Amendment, claims 1, 3, 5 and 9 are amended. The claims are amended only in reply to the rejection under 35 U.S.C. §112, second paragraph and not in reply to a substantive rejection of the claims. No new matter is added.

I. Personal Interview

The courtesies extended to Applicants' representative by Examiner Butler at the interview held December 8, 2004, are appreciated. The reasons presented at the interview as warranting favorable action are incorporated into the remarks below and constitute Applicants' record of the interview.

II. Claim Rejections Under 35 U.S.C. §112

Claims 1-9 are rejected under 35 U.S.C. §112, second paragraph. As the claims are amended in reply to the rejection, withdrawal of the rejection of claims 1-9 under 35 U.S.C. §112, second paragraph, is requested.

III. Claim Rejections Under 35 U.S.C. §102

Claims 1-9 are rejected under 35 U.S.C. §102(b) as anticipated by U.S. Patent No. 5,788,597 to Boll et al. (Boll). The rejection is respectfully traversed.

Boll fails to disclose each and every feature recited in the rejected claims. For example, Boll fails to disclose a vehicle regenerative braking apparatus, comprising *inter alia* . . . a plurality of electrical loads . . . a load control apparatus controlling the electrical loads, wherein the load control apparatus performs one of calculation and detection of a generation of excess power, the excess power is the regenerative power that exceeds a battery-absorbable maximum charge amount, and the load control apparatus determines an excess power consumption load from the plurality of electrical loads to have excess power absorbed according to one of a calculated value and a detected value of the excess power and

the excess power absorption capability of the electrical loads before or after generation of the excess power, and activating the excess power consumption load corresponding to the size of the excess power when generation of the excess power has been one of calculated and detected as defined in claim 1. Claim 3, "wherein the excess power . . . charge amount," and delaying shutoff of electrical loads maintainable in activation from among the electrical loads presently activated when performing one of calculation and detection of the generation of excess power.

Boll discloses a processing apparatus for braking a hybrid drive motor vehicle having a generator 6 mechanically coupled to an engine 7 and a driving motor 2 which can be electrically coupled to the generator 7 and to a traction battery 4.

In Boll, the hybrid drive system, as shown in Fig. 1, drives the vehicle alternatively by means of the energy produced by the engine 7 or by means of the energy stored in the traction battery 4 (col. 4, lines 39-42). Braking of the vehicle can be carried out by a customary brake system with friction brakes and by regenerative braking that is switched on so that the traction battery 4 is charged via the driving electric motor 2, which is working as a generator, and the first inverter 3 (col. 4, lines 43-61).

Operating states in which regenerative braking of the traction battery 4 is unfavorable exist when the battery 4 is fully charged, for example (col. 5, lines 6-8). In such situations, the hybrid drive control unit 10 triggers both inverters 3, 5 and the throttle valve adjusting member so that the generator 6 brings the engine 7 to a suitable engine braking speed so that the desired engine braking power is guaranteed. Thus, when excess power is generated, Boll discloses triggering power inverters in the throttle valve so that the generator brings the engine to a suitable engine braking speed. Accordingly, Boll fails to disclose that excess power is consumed by the plurality of the electrical loads.

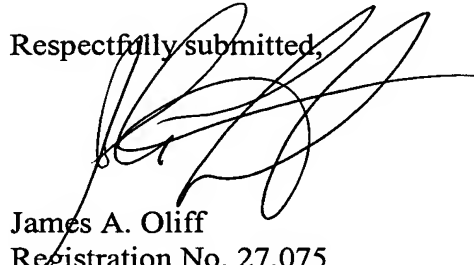
Boll further discloses that excess of electrical power is put into the rotational speed increase of the system (col. 6, lines 16-18) and that regeneration current from the motor 2 is transmitted to the traction battery (col. 7, lines 3 and 4). Boll also discloses that a portion of the regenerated current from the motor 2 is transmitted to the generator 6 which functions as a motor and drives the combustion engine to provide engine braking (col. 7, lines 12-15). Thus, Boll is silent regarding a load control apparatus that performs calculation and detection of generation of excess power . . . and determines that excess power consumption load from the plurality of electrical loads to have excess power absorbed according to one of a calculated value and a detected value of the excess power and the excess power absorption capability of the electrical loads before or after generation of excess power, and activating the excess power consumption load corresponding to the size of the excess power when generation of the excess power has been one of calculated and detected as found in claim 1 and the delaying shutoff of electrical loads found in claim 9. Thus, claims 1 and 9 are allowable. Further, claims 2-8 are allowable for all the reasons. Claim 1 is allowable as well as for the additional features found therein. Accordingly, withdrawal of the rejection of claims 1-9 is respectfully requested.

IV. Conclusion

In view of the foregoing amendments and remarks, Applicant submits that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims 1-9 are earnestly solicited.

Should the Examiner believe that anything further is desirable in order to place this application in better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number listed below.

Respectfully submitted,



James A. Oliff
Registration No. 27,075

John W. Fitzpatrick
Registration No. 41,018

JAO:JWF/ldg

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OLIFF & BERRIDGE, PLC
P.O. Box 19928
Alexandria, Virginia 22320
Telephone: (703) 836-6400

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